

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **September 13, 2005 Work Session**

AGENDA ITEM NO.: **3**

CONSENT:

REGULAR: **X**

CLOSED SESSION:

(Confidential)

ACTION:

INFORMATION: **X**

ITEM TITLE: **Update on the Crosstown Connector Project**

RECOMMENDATION: As noted below.

SUMMARY: Council will be briefed on the Crosstown Connector project during its work session. The following points will be reviewed.

- With the completion of the Midtown Area Plan and to honor commitments made to Centra Health it is time to finalize the scope of the project and move ahead toward construction.
- Staff recommends that the project be renamed the "Midtown Connector" to reflect a purpose of providing access into and out of the center city rather than providing access across the City.
- The project, which was previously designated as consisting of two phases, will be further delineated to address funding constraints, priorities, and different design considerations.
- Phase 1 will be broken into at least 3 sub-phases:
 - Phase 1a: On Kemper/Park, from US 29 to Langhorne; scheduled to be a four-lane facility as planned with underground utilities, sidewalks and other amenities. **This is the top priority.**
 - Phase 1b: On Park/Lakeside, from Langhorne to Murrell; context sensitive design, roundabout at Murrell, stay mostly 2-lane. This phase will most likely be combined with Phase 1a.
 - Phase 1c: On Langhorne, from Park to Memorial; an improved corridor, either a 2 or 3 lane cross section. This is a new addition and will have to be considered within the context of available funds and the process of project redesignation. It could be a stand-alone project or built in combination with another project such as the Atherholt Road connection to Lakeside Drive.
- Phase 2 will be broken down as follows:
 - Phase 2a: Improvements to the intersection of Routes 221/501. This, the western terminus of the connector, was previously designated as Phase 3. Intersection improvements are necessary to address potential development in the area of the intersection.
 - Phase 2b: Will consist of other improvements in the corridor depending on the traffic analysis and the availability of funding. The area on Lakeside Drive between Wyndale and Forest Brook is considered to be a priority.
- Updated VDOT traffic counts in the corridor have been completed, however analysis and forecasting will not be finished until as late as mid-November.
- Federal funding has been designated for both phases of the project. This will require compliance with the National Environmental Protection Act including definition of need and an environmental impact analysis. A public hearing will be required. This requirement alone will delay construction by one year to eighteen months. We are attempting to find out how much Federal funding has been designated for each section and whether or not the funds can be concentrated onto one phase so that the others could move forward with only State and local funding. We understand

that as much as 80% of the project funding could be Federal, which raises the question of what is the status of the previously allocated State funding.

- There are several major design issues in Phase 1a that must be resolved including the railroad bridge/tunnel; drainage, coordination with CSO activities, water utilities replacement, and electric utilities relocation or burial.
- VDOT is trying to determine a reasonable schedule from this point. The present best guess is that it will be approximately three years before the project can be advertised for construction. This will include time to complete the environmental review process and right-of-way acquisition.
- In order for the City to keep this project moving forward, it is recommended that a project manager be hired immediately.
- The City Manager has briefed major stakeholders and will continue with efforts to keep them informed.

PRIOR ACTION(S): Many over many years.

FISCAL IMPACT: Undetermined at this time.

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ATTACHMENT(S):None

REVIEWED BY: lkp